

INFORMATION REPORT

CD NO

COUNTRY USSR (Stalingrad Oblast)
SUBJECT Dzerzhinsk Tractor Plant in Stalingrad

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1. The Dzerzhinsk Tractor Plant was in the northwestern outskirts of Stalingrad. The plant was almost completely reconstructed. Until 1948 power was supplied partly from a small plant-owned power station and partly from a power plant in Stalingrad. In 1948 the plant-owned power station was closed and the construction of the Teplo Elektro Tsentral (Heat and Power Plant) (TETS) was started. The boiler installation was almost completed by mid-1949. Late in 1949 the construction work on the power plant building had progressed to such an extent that the installation of machinery could be started. One source who worked on the construction of the TETS Plant learned from Soviets that one boiler installation was scheduled to be in operation by 1951 and the second one by 1952, at which time the plant would no longer be dependent upon power supplied from the outside. *
2. This plant produced the NATE 35 tractor. The daily production was 27 to 30 tractors in 1946 and 50 to 60 tractors in 1949. The production of the DT-54 model was started in mid-1949. The first substantial shipment of DT-54 models left the plant in November 1949. According to information from Soviets, 30 to 35 DT-54 tractors were scheduled to be produced in November 1949. ** In addition to the production of complete tractors, tractor spare parts were also produced. The production of spare parts was very irregular. The daily volume sometimes consisted of only a few boxes and sometimes of several car-loads. The spare parts were shipped to the Motor Tractor Stations (MTS) in Kharkov (50°00'N/36°15'E), Rostov (47°15'N/39°53'E) and Kiev (50°27'N/30°32'E) and to destinations in the Soviet Zone of Germany. Occasional shipments also left for the tractor plants in Kiev and Leningrad. With regard to the recipients of the tractors, it was only known that some shipments left for the Soviet Zone of Germany. The destinations of tank engine shipments were not known. Soviets said that the tank engines were shipped to a tank plant near Stalingrad. Soviets also said that the Red October Plant in Stalingrad supplied some of the raw materials for the Dzerzhinsk Tractor Plant.
3. Production of tank engines practically ceased in February 1948. However, some sources observed occasional shipments of tank engines leaving Workshops No 400 and 900 as late as mid-1949. It was rumored that Workshop No 100 was producing component parts for tank engines. Tank officers were constantly seen in the plant. They mainly visited Workshops No 25, 100, 400 and 900.

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4. Sources learned during meetings of plant workers that the waste percentage was very high. The waste amounted to 10 to 15 percent in the gray iron foundry and about 20 percent in Workshop No 25. Occasionally as many as 20 percent of the tractors were found to be in dubious working condition during the final acceptance tests.
5. The number of employees in the plant was estimated to have been 12,000 to 15,000 during mid-1949. Work was done in three shifts in almost all departments. Several sources reported that, according to Soviets, the plant employed 3,1000 workers. The plant was surrounded partly by a wall and partly by a wire fence and was guarded by armed civilian militia.

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* Comment. The indicated tractor production figures appear to be credible although it is believed the daily rate of 27 to 30 units may not have been achieved until late in 1946. The designation of the tractor types is not quite correct. The first postwar tractor produced was the SSCHTS tractor with a 32 hp kerosene engine. It is believed source meant this tractor when he referred to the "NATI 35" tractor model. Next came the SSCHTS-NATI tractor with a 52 hp kerosene engine, which in turn was followed late in 1949 by the DT-54 model with a 54 hp Diesel engine.

Annexes: Sketches.

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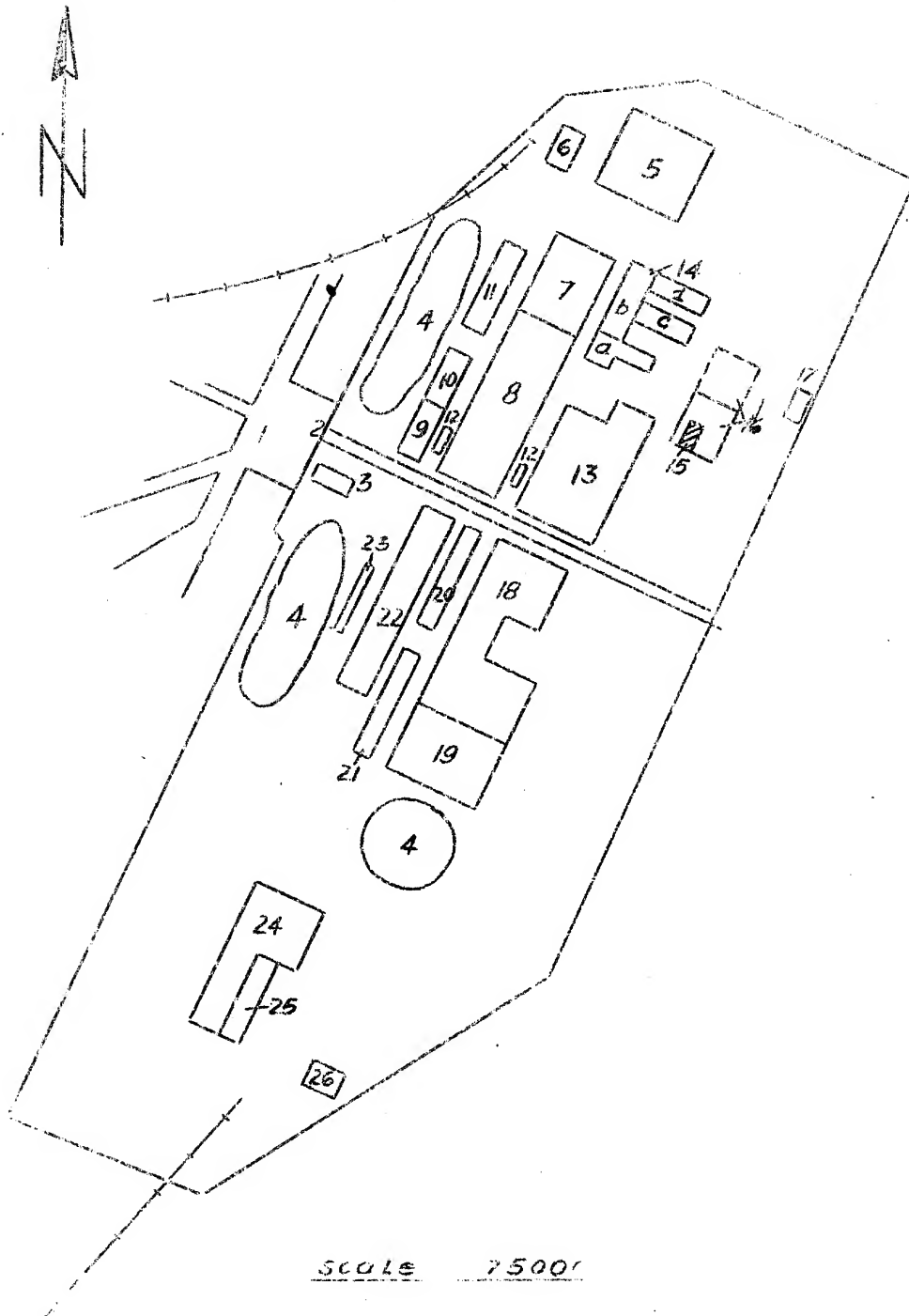
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Layout Sketch of the Ozerzhanski Tractor Plant in Sverdlovsk

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Legend:

1. Red square.
2. Main entrance.
3. Administration building.
4. Area covered with small buildings.
5. Workshop No 25, tractor body department. This department consisted of one forge with 20 steam hammers, two punching shops with 50 punching machines, one 50-ton press, two 25-ton presses and three 10-ton presses. The fourth shop was a packing shop for spare parts. This department employed 200 Soviets who worked in three shifts. 100 PW worked in the daytime shift.
6. Varnishing shop.
7. Workshop No 300, which was the hardening shop and the machine shop. The machine shop was equipped with about 150 machine tools.
8. Assembly department.
9. Caterpillar track assembly shop.
10. Offices and precision machine shop.
11. Workshop building, use not known; possibly Workshop No 100.
12. Kitchen building.
13. Gray iron foundry.
14. Forge.
 - a. Refinery department (sic).
 - b. Hardening shop.
 - c. Workshops.
 - d. Forge equipped with 6 to 8 steam hammers.
15. Old power plant.
16. New power plant.
17. Armature winding shop.
18. Steel foundry. No PWs entered this shop. It was rumored that there were either 6 open-hearth furnaces or 6 Bessemer converters in this foundry.
19. and 20. Material warehouses.
21. Small foundry for nonferrous metals and various workshops.
22. Workshop No 10, machine shop. This department produced mainly engine parts.
23. Loading ramp.
24. Former Workshop 101 for engine construction. This workshop was used for the construction of engines.
25. This section housed Workshops No 400 and 900.
26. Carpentry shop.

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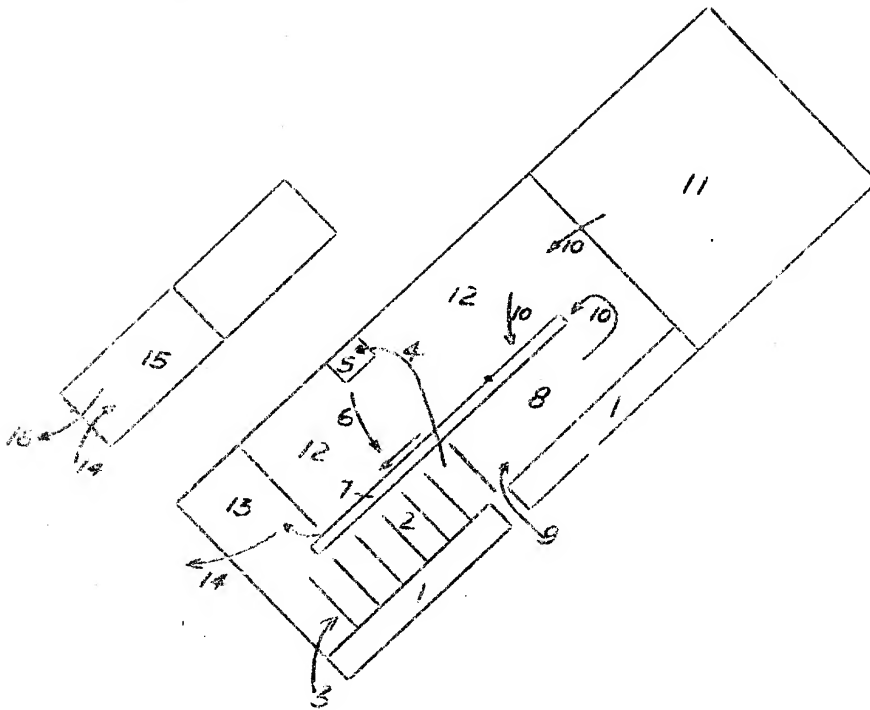
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Assembly Department and Caterpillar Track Department of the

Dzerzhinski Tractor Plant in Stalingrad

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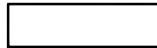
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Annex 2

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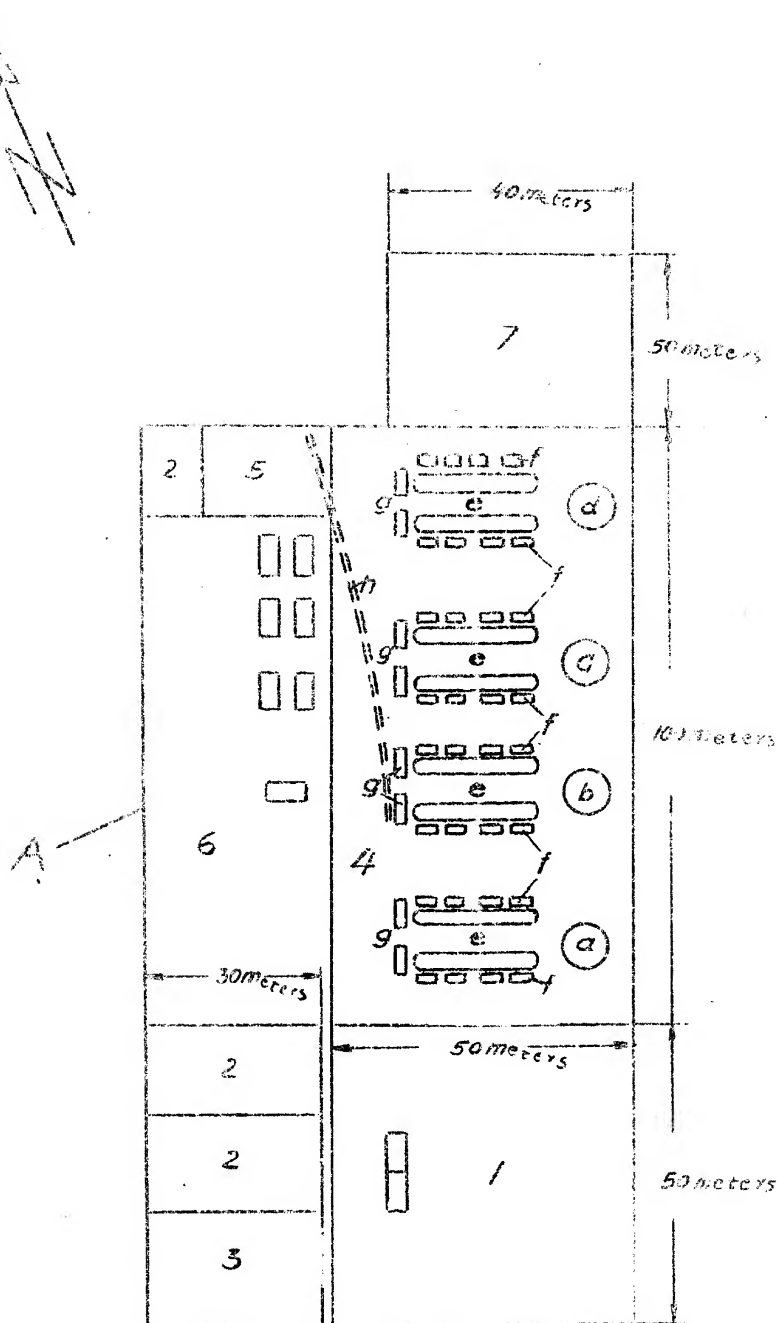
Legend:

1. Material warehouse and tool shed.
2. Engine assembly department, consisting of six sections connected by conveyor belts.
3. Starting point of engine assembly line.
4. Track of travelling crane used to convey completed engines to the test stand.
5. Test stand.
6. Route of engine from the test stand to the conveyor belt.
7. Conveyor belt.
8. Tractor chassis assembly department.
9. Starting point of tractor chassis assembly line.
10. Assembly line for chassis and body parts.
11. Workshop No 300 which was the hardening shop and was probably also used for processing of the body.
12. Workshops.
13. Parking space for completed tractors.
14. Route of tractors and transport carts (Transportkarron) to the caterpillar track department.
15. Caterpillar track department.
16. Route of completed tractors leaving for shipment.

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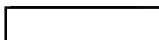
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Annex 3

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Legend:

A. Iron foundry.

1. Core shop with two furnaces and 3 to 4 molding machines.

2. Offices.

3. Messhall.

4. Foundry.

a, b, c, and d. Smelting furnaces with a capacity of 24 tons each. Furnace a was used for the casting of driving gears and radiators, furnace b for bogie wheels and small parts, furnace c for engine blocks and furnace d for castings made for civilian uses.

e. Conveyors, 25 meters long and 3 meters wide.

f. Molding machines. There were four machines by each conveyor.

g. Shaking grates (Schuettelroste).

h. Conveyor belt to the casting cleaning shop.

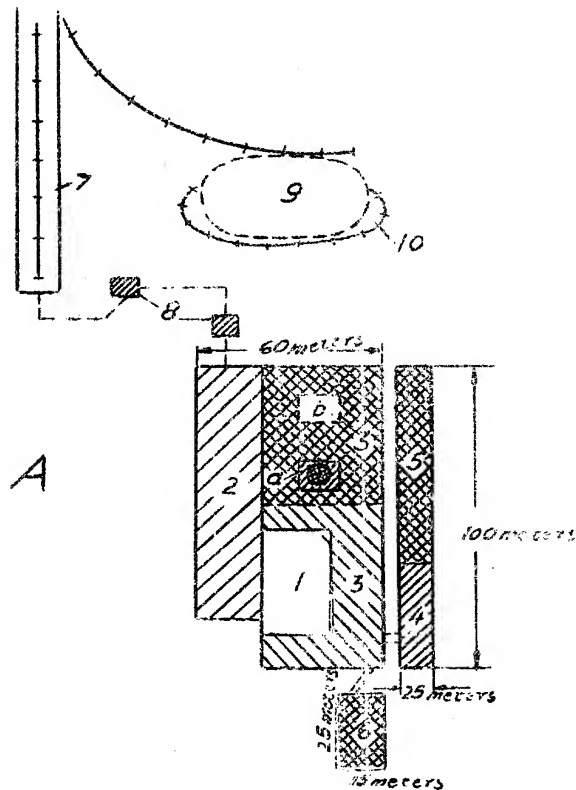
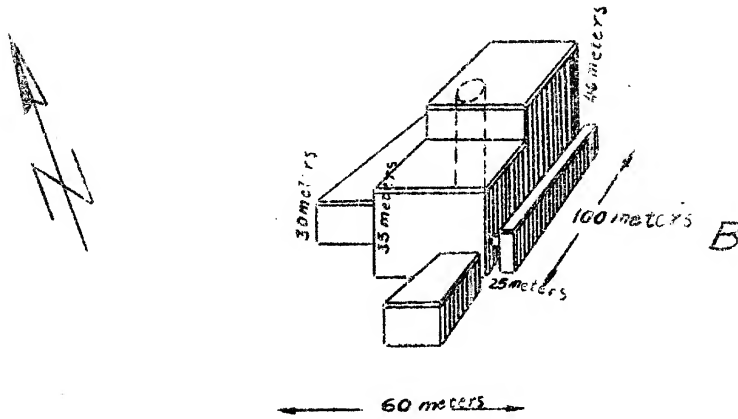
5. Casting cleaning shop.

6. Grinding shop equipped with seven cleaning drums, 13 to 20 grinding machines, 15 pneumatic hammers, 10 sand blast apparatuses and 6 traveling cranes.

7. Nonferrous metal foundries, allegedly equipped with casting furnaces for copper, aluminum and brass. No details were available.

Тепло Электро Централ (Heat and Power Plant) (ТЭЦ) of the
Dzerzhinski Tractor Plant in Stalingrad

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Teplo Elektro Tsentral (Heat and power plant) (TEIS) of the Dzerzhinski

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Tractor Plant in Stalingrad.

Legend:

A. Teplo Elektro Tsentral

1. Old boilerhouse equipped with two boilers.
2. New installation for steam and heat supply.
3. New structure for power supply.
 - a. New boiler installation, under construction.
 - b. New boiler installation to be constructed.
4. Old switch house.
5. New extension to the switch house.
6. New transformer station.
7. Coal bunker.
8. Conveying machinery with coal crushers.
9. Coal dump.
10. Rotary crane.

B. View of power plant, looking north.

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